

Memoranda submitted by Mr. Hugo Blandori, Consultant

1. Re Captain Hallonquist. 1 February, 1962

In an effort to determine Captain Hallonquist's flying procedure, I had occasion to check on the "Statistical Flight Reports" maintained with ONUC Headquarters. The only ones found were those of the dates of 16th and 17th September. Those from 1st September to the 16th were made available to the Technical Investigation. It was noted that on 17th September SE-BDY was aloft for 10 hours 5 minutes. On 17th September it flew 6 hours 20 minutes. On the 16th Captain Hallonquist did not fly. It was the opinion of Major Ljungkvist, who made available these records, that Captain Hallonquist had not flown for 48 hours preceeding his flight on the 17th September. All told, SE-BDY flew 97 hours 55 minutes during the period 1 - 17th September, 1961.

2. Re Fuelling of SE-BDY on 17th September, 1961. 1 February, 1962

Please be advised that on 29th January, 1962, I interviewed Mr. William Deltour, Manager of the Shell Company at N'Djili Airport, concerning the refuelling of SE-BDY. Mr. Deltour stated that he was absent from Leopoldville on the day in question. However, he explained in detail the operation of his Company. He stated that every morning at the beginning of the business day the storage tanks are tested with a "Johnson Water Finding Test Paper" and a coloured paste to determine if there is any water in the tank. The quality of fuel in each tank is then recorded on a form known as the "Tank Measurement Report". He made available for inspection a sample of the report. He claimed that the original report of the 17th September was furnished to the Technical Investigation Committee. He stated that, to the best of his knowledge, this report was entirely in order.

Mr. Deltour then made available for inspection of the "Quality Control and Security Report". He said that this report shows that the fuel was devoid of water and impurities. The original of this report was also furnished to the Technical Investigating Committee.

As an added test, a sample of the fuel is taken after 400 or 500 litres have been pumped into the aircraft. The sample of fuel is given to the Engineer of the aircraft to satisfy him that the fuel is perfect. The Engineer has to approve its purity before the refuelling continues. He recalled that the Ground Engineer of SE-BDY had accepted the fuel pumped into the aircraft as being in order.

According to Mr. Deltour whenever a Transair plane is to be refuelled a Ground Engineer comes to the office of the Shell Oil Company to make this request. Immediately a Fuel Dispenser is despatched to the loading area where the plane has been brought. On the morning in question this is what occurred and the Transair Engineer was served by Felix Bonkuli.

Mr. Felix Bonkuli, Supervisor of the refuelling activities at the Shell Oil Company, was called in to Mr. Deltour's office. Mr. Bonkuli stated that he received the Transair Engineer, whose name he did not recall, and then drove him in a "Tomar" Fuel Dispenser to the loading apron where the SE-BDY was serviced. Mr. Bonkuli then repeated in substance what Mr. Deltour had previously explained of the refuelling operations at the Shell Oil Company. Mr. Mike Courcoulacos, Assistant Manager at the Shell Oil Company, advised that he had arrived at Leo on the 6th September, 1961, to replace Mr. Deltour, who was on leave.

He stated he had arrived on the N'Djili Airport around 11 a.m. He made an inspection of the installation and saw that everything was in order. He also had occasion to review the Fuel Delivery Form made out for the SE-BDY. This disclosed that delivery was made between 9.20 and 9.40 a.m. Everything concerning the delivery went off without any difficulty.

At the invitation of the three above-named gentlemen, an inspection was made of the "Tamar" Fuel Dispenser. This was found to be a small vehicle used primarily to measure the fuel that is pumped into the aircraft from the storage tanks that are situated on the ground of the Shell Company. It was further noted that there were numerous vehicles relating to refuelling activities which bore the names of SHELL, GULF and MOBIL. It was explained that all the fuel, being standard, is pumped from the same storage tanks. There is absolutely no difference in the fuel because it is all according to universal specification. However, since some customers prefer to deal with particular Oil Companies, they operate individual companies from the same tanks.

3. Re Dr. Mark Lowenthal. 8 February, 1962.

On 6th February, 1962 I conferred with Dr. Lowenthal at his residence concerning his observations during the period that he treated the late Harry Julian. Dr. Lowenthal recounted his story and said that this did not in any way enlarge on the testimony he presented before the Federal Inquiry. He wished, however, to clarify two points which he felt were not made clear during his previous testimony. In the first place he wished to point out that while he was performing a transfusion on Julian's right arm he was in such a position as to be very close to Julian's mouth so that he could hear Julian very distinctly and without causing him to raise his voice. By the same token, when he spoke to Julian he could talk directly to Julian's ear so that the latter had no difficulty in hearing. Dr. Lowenthal thought that during the Federal Hearings he had not been too clear in making it known that in view of their close proximity conversation between Julian and himself might well not have been overheard by others in the room.

The second point that Dr. Lowenthal wished to clarify was the fact that his conversation with Julian occurred during the plasma transfusion and before the injection of Pethidine. He wanted to make this distinction because he thought that the Federal Hearing might be under the impression that this conversation with Julian took place while the latter was under sedation. Although Julian was under some sedation that was administered at the scene of the accident, no drugs had been administered to him at the hospital until after the plasma transfusion.

Dr. Lowenthal declared that he had been at the Ndola Airport bar on Sunday 17th September. Admission to the Airport building was forbidden and there appeared to be a lot of security precautions in effect. As of the time he departed from the Airport bar, round midnight, nothing had occurred. Dr. Lowenthal added that he felt a sense of personal loss at the death of the late Secretary-General. It was because of this personal feeling that he had attempted to elicit from Julian what information the latter could impart concerning the cause of the accident.

Dr. Lowenthal stated that he has told both the Federal Commission and this investigator everything he knows or has heard concerning the accident. He further stated that he would be available to appear before the United Nations Commission at any time convenient to it.

4. Re Posters. 8 February, 1962.

Arrangements were made through Colonel K.J. Archer and Information Officer Trevor Steadman for the translation and printing of the appeal by the United Nations Commission. It was through the good offices of Mr. Steadman that these posters were translated, printed and delivered as follows:

Twenty of each were sent to the Head of the Municipality who arranged to have the posters placed in appropriate areas that come under the jurisdiction of the Municipality. The balance of the posters was sent to the office of the Senior Provincial Commissioner who agreed to have these posters distributed in the various townships between Ndola, Kitwe and Mufulira.

A sample of these posters in the three languages is attached to the original of this memorandum.

5. Re Witnesses. 8 February, 1962

This is to advise that in consultation with Mr. Ewen Thomson, Senior Provincial Commissioner and Colonel Kenneth Archer, Provincial Regional Officer, Department of Commerce and Industry, arrangements for the appearance of witnesses were made. Mr. Thomson said that members of the Northern Rhodesia Police will be available whenever required. He asked if Inspector Read would be needed by the Commission because the latter is not in the immediate vicinity of Ndola and would have to be sent for in the event of his being needed. Most of the others would be available at reasonable notice.

Mr. Thomson agreed to make arrangements for the production before the Commission of the African witnesses SEMANGO, MAZIBISA, KANKASA and MUBANGA.

I was able to contact the following witnesses:

D.E. PEOVER, RALPH E. PHILLIPS, DAVID L. BERMANT, W.J. CHAPPEL and MRS. OLIVE ANDERSON.

Efforts to contact DOUGLAS CLARKE were unavailing in as much as he has changed job and is now located at the Bancroft Mine, some 84 miles from Ndola. I will continue my efforts to contact Clarke to arrange for his appearance before the Commission.

Two of the witnesses have stipulated conditions for their appearance. Mr. Peover stated that he has lost so much time during previous inquiries that he must demand compensation for his time before the Commission. He said that during the Federal Commission he spent more than a day and a half away from work which is not fair to his partner. He said it would not be unreasonable for him to demand compensation at the rate of two guineas per hour for his

time before the Commission. I informed him that I was not in a position to grant this request but would pass it on to the Commission. I did assure him, however, that we would so arrange it that he would not have to stand around and wait to be heard. By that I meant we would call him just prior to the time that he would go on.

Mr. Phillips advised that he would be willing to testify provided that his firm be not identified during the hearing. His second condition was that he be heard as early as possible on Saturday because he was to meet some visiting officials at the Ndola Airport at 10.0 a.m. Saturday morning. I told him that I would see to it that his request was passed on to the Commission.

No effort was made to contact the officials of the Ndola Airport. These should be readily available at the Commission's convenience provided that they be given a reasonable amount of time to arrange for replacement in the event of their currently being on duty.

6. Re Arrangements. 8 February, 1962

This is to inform that through the good offices of Colonel Kenneth Archer, arrangements have been made for the United Nations Commission to hold its sessions on the stage of the Lowenthal Theatre, located on Queen Mary Avenue. The telephone number at this location is 2204. There is arranged for the Commission a private chamber which may be used for closed meetings. This chamber is located on the second floor of the Theatre and may be reached through a stairway at the end of the foyer. There is also located at the Theatre a room for the Reporters which is just off-stage. In the basement of the Theatre is arranged a room for the reproduction of reports. On stage are desks for the Press.

In Collett House on King George Avenue are located three rooms on the fourth floor, Nos. 405, 406 and 412, that may be used as offices. These rooms may be used by the staff for secretarial work. They will be useful in that they are located not too far from the Savoy Hotel where the Commission will be residing. Furthermore, the building is open 24 hours a day. The telephone number at these offices is 2205.

7. Re Stop Press, Northern News, 18.9.61. 14 February, 1962.

Mr. James McKenzie Lourie, Reporter for the Northern News, was interviewed at the Ndola Hospital on 13.2.62 concerning his stop-press notice to the effect that Dag Hammarskjold's plane had not landed as of 3.00 a.m. on the 18.9.61.

Mr. Laurie recounted the following story. He arrived at the Airport in the afternoon prior to the arrival of Mr. Tshombé. He said that Tshombé and his party arrived aboard two small planes of the African Air Charters piloted by Morris Pike and one Allan Kearns. There being no communication with

the air Control Tower, the reporters had no information as to the activities at the Airport. The only announcement which was received came at 7 o'clock and that was to the effect that Mr. Hammarskjold's plane had not arrived but was coming.

Lord Lansdowne's plane arrived around 10.30 p.m. but once again the newsmen had no information as to its identity. By 11.00 p.m. most of the newsmen became tired of waiting and retired to the Savoy Hotel. Some of the reporters filed stories that the plane had arrived while others stated that Hammarskjold had not arrived. Mr. Laurie had agreed to notify these newsmen at the hotel just as soon as the plane arrived.

Shortly after mid-night on 18.9.61, Mr. Laurie heard a plane flying low over the Airport and made mention of it to a person he was talking to by telephone. He even placed the mouthpiece of the phone to the window of the phone booth that the other party might hear the noise of the plane.

Nothing else happened that he could recall. A fellow reporter, James Baxter, came to the Airport to see if there had been any happenings. While the two were sitting in their car and chatting, they heard the drone of a plane circling around the Airport. This was around 1.40 a.m. and lasted for approximately fifteen minutes. He said that they could not see the plane and attached no importance to it, believing that it was Hammarskjold's plane waiting for clearance to land. Asked specifically if he could further identify this plane, Mr. Laurie said that it was certainly a piston aircraft possibly a DC.3. Baxter became tired and decided to retire and on leaving said, "He's (the plane) taking his time coming in so I am going home."

Round 3.0 a.m. he called his office to furnish the story that was printed in that morning's edition under stop-press.

Asked where he had obtained this information Mr. Laurie hesitated to answer, stating that he had overheard Police Officers as they went about; moreover he was able to listen in on the Police radio which was blaring from a parked Police car. Also, he had a friend (female) who was friendly with some officer in the tower and occasionally she would relay the happenings in the tower building.

He recalled that one of the remarks he had heard from the Policemen was that the plane had gone over and was not expected until day-break. Mr. Laurie said that at the time he left the Airport at 6.0 a.m. there was but one watchman left in the waiting room and a guard at the gate. Upon leaving the Airport he went home and went to bed.

Mr. Laurie believed that it was on the one p.m. news over the F.B.C. that he heard the announcement that Mr. Hammarskjold's plane was down. Upon hearing this he quickly called a fellow reporter, Bill Davis and Dick Groves and sped out to the Mufulira road in the direction that the plane was believed to have crashed. He said that he and his party met with an Army patrol which was also searching in the Mufulira/Mokambo area.



It was while they were on their way back from this search that they encountered the official party proceeding in the direction of the crash. Because there were other reporters assigned to this detail he came back to the office.

Mr. Laurie wanted to point out that he had heard of Mr. Tshombé's projected arrival in Ndola at around 9.0 a.m. on the 17th. He also said that he tried to follow Tshombe's party when they left the Airport shortly after 11.0 p.m. but was prevented from doing so by a Security guard.

Mr. Laurie said that he had furnished all this information to the Federal Commission but that the latter had tried to suppress or make light of his hearing the plane droning over the Airport between 1.40 and 2.00 a.m. on the 18th.

8. Re Lemonson Mpingangira. 15 February 1962

On 14 February 1962, Mr. Mpingangira was escorted to the location which he occupied in the Ndola West Charcoal Burner's compound at the time of the accident involving SE-BDY.

Mr. Mpingangira was informed that he could direct the driver of our vehicle to stop wherever he desired. It was noted that he stopped some 4-500 yards prior to the site pointed out by his companion Stephen.

Mr. Mpingangira led the cortege into the bush approximately a quarter of a mile. In attempting to locate the place where he was working on the night of the crash he appeared very uncertain as to his bearings and kept turning around as though he were not sure. Finally he stopped at an anthill which he said was the one behind which he took refuge after seeing the plane go down. He was then asked to narrate his observations. He gave substantially the same story as he had given before the Commission. When he came to the part where he talked about the two Land Rovers which he saw speeding in the direction of the crash, it was noted that the position we were in at the time was quite remote from the track; in addition there was a fairly heavy growth of maize obstructing the view. He explained that when the crash occurred in September there was no vegetation and thus no obstruction to his view. Moreover, he said that the night was clear and the moon full. Concerning the Land Rovers, he said that they passed his view some 45 minutes after he heard the crash; they were driven by Whites who were visible because the interior light was on. As he pointed out before the Commission, shortly after they passed in the direction of the crash there was an increase in the size of the fire. Some 10 minutes later the Land Rovers sped back in the direction of the Mifulira Road. He described the Land Rovers as being grey in colour and definitely not Police Land Rovers, because these are painted black.

Mr. Mpingangira stated that he remained behind the anthill with his friend Stephen for approximately 2 or 3 hours, that is-until midnight, when he and Stephen returned to their coupes for their supper. He believed that they remained there approximately three hours.

At daybreak, suspecting that something was happening, he decided to proceed to Ndola to buy a newspaper to inform himself of these events. He said he walked into town which took him approximately two hours. After purchasing the newspaper he was given a lift by a lorry en route to Mufulira. It was about 10 a.m. when he arrived at the entrance to Ndola West. Here the entrance was obstructed by Police officers who prevented his going into the area, even though he explained that he was on his way to work. Failing to be admitted, he retraced his steps towards Ndola where he then took a footpath which brought him to his coupe.

It was while he was on the footpath that he was overtaken by Mazibisa, who was riding his bicycle. They greeted each other but did not talk. At this point Mr. Mpingangira stated that Mazibisa was on the way to the charcoal burners' compound for the first time that day. He said that Mazibisa had spent the night at his home in Chifubu. He added that Mazibisa was not actually at the site he claimed to have been when he testified before the Commission. He believes that Mazibisa got his information of the crash from other charcoal burners with whom he is very friendly. He mentioned the name of Tyoko as being one of the charcoal burners who furnished information to Mazibisa. Thereafter Mazibisa gave instructions, possibly at the request of the police, that none of the charcoal burners was to say anything about the crash, that they were not to leave the compound, but that if questioned, they should take refuge in the bush.

Mpingangira pointed out that Mazibisa has a strong influence over the charcoal burners because he is their President. In addition, he has a lieutenant: London, who is the organizing secretary, and Bulen who is his Vice President. He added that although Mazibisa holds great power at the present time, he is on the verge of being deposed because he is alleged to be embezzling funds from the Charcoal Burners' Association. Mr. Mazibisa on the other hand said on a previous day that Mr. Mpingangira had made charges of embezzlement against him which had been "proved false".

While discussing how he learned of the plane crash without having gone to the scene, Mpingangira stated that he read about it in the Northern News which he purchased on the morning of 18 September. When told that he was shown the edition of this newspaper at the hearing and that there was no account of the accident in it, he stated that it was apparent that some of the pages of this newspaper had been removed.

After having heard Mpingangira's story and observed the site which he described, the party walked in the direction of the track, when suddenly Mpingangira explained that he had been mistaken as to his location and that the anthill behind which he had hidden was the one directly in front of our path. Actually this is the same anthill which had been pointed out by Stephen the previous day. Mpingangira apologised for having misinformed the group and then repeated his story. It was noted that from this anthill the passage of Land Rovers along the track would easily have been visible. Moreover, the clearing was much more extensive here and permitted a better view of the sky both in the direction in which the plane had originally travelled - in a North-easterly direction - and also where he saw it dive into the trees. The location of this anthill was only about 80 or 90 yards from the track and once we walked to the track we noted that our Land Rover was approximately a quarter of a mile up the track in the direction of the Mufulira road.

There can be no doubt that Mpingangira is a bitter enemy of Mazibisa. Under cover of being an honest and religious man Mpingangira stated that he must in all sincerity point out that Mazibisa was deceiving the Commission. He went on to say that he had no axe to grind with the Commission and was telling it the truth so that the world would know exactly what had happened.

Asked concerning his activities after the crash, Mr. Mpingangira stated that on 5 October he went to Livingstone to find new outlets for the sale of his charcoal. He was away from Ndola until January 1962. He denied having been sick or hospitalized during this time. He said that his brother, W.C. Lemonson Mpingangira, had been confined to the Ndola Hospital and he had a letter to prove it. Subsequently, at the Theatre, he produced from his briefcase copies of letters of introduction to the Chamber of Commerce in Livingstone dated October 1961. He also brought forth a letter dated 16 December 1961 from his brother which stated that the latter had been confined since 25 November 1961 for the "same trouble". The letter went on to say that his prolonged absence delayed the disposal of the house. It ended with the plea, "Please come up immediately - alone in hospital - no attendance". The letter bore an illegible signature, purported by Mr. Mpingangira to be that of his brother.

9. Re Personal Observations and comments. 16 February, 1962

The following are my observations and comments on the activities that have transpired during the hearings before the Commission and outside.

In Leopoldville, the witnesses that were summoned before the Commission were, for the most part, United Nations personnel or Swedish officials associated with Transair. From hearing the evidence they presented before the Commission and from my talks with some of them before or after their appearance, I formed the impression that they were truthful and sincere in their testimony.

For the most part, their testimony dealt with the planning and preparation of the flight of the late Secretary-General for his meeting with President Tshombé. Since most of these individuals had previously testified before other investigating Boards, what they had to say was generally known in advance and the testimony they presented before the Commission was not unexpected. It was with the appearance of Bo Virving, Chief Engineer of Transair, that the Commission received its first bit of new information.

Mr. Virving, in his appearance before the Commission, presented a theory wherein he claimed that aircraft SE-BDY had been shot down or forced down by a plane above it. He based his theory primarily on the statements of African witnesses that had been interviewed in Ndola. I talked with Mr. Virving at length after his appearance before the Commission, but he could not elaborate nor could he suggest any ways and means of confirming his beliefs. He made it known that the Rhodesian authorities had sought to suppress those witnesses whose testimonies were embarrassing to the Rhodesians and to emphasize those who vindicated their stand.



Virving stated that he was limited in his movements and was unable to undertake an independent investigation to further his theory.

From the other witnesses that testified and from the outside enquiries I made, I formed the impression that the security for the flight of SE-BDY was not co-ordinated. Many people who were in high positions and who might have known of the late Secretary-General's flight, were kept uninformed while others around the United Nations and at the airport said that the Secretary's flight was common knowledge. That news of his departure might have been transmitted to the antagonists cannot be ruled out. However, no evidence was presented to show that there was any leak of information to the enemy. The same applies as to the possibility of sabotage. In the absence of any positive knowledge such as might have occurred, we have to assume that none was perpetrated at the airport in Leopoldville.

The first hearings in Salisbury produced the testimony of experts associated with the Rhodesian and Swedish Governments. These were not eye-witnesses but investigators who had taken an active part in the proceedings and their testimony had previously been presented to the Federal Commission.

In my interview with Mr. O. Danielsson, Senior Police Officer of the Swedish State Police, I detected a feeling of dejection. He had worked hard in his investigation but had been unable to develop anything that would give to believe that sabotage or enemy action caused the crash of SE-BDY. There is no doubt that he was hopeful of coming out with some bit of information that would vindicate the Swedish crew but he stated that he was unable to do so. Moreover, he was unable to make any suggestions as to investigated leads that this Commission might follow.

It is my belief that the hearings conducted in Ndola were the most important in that we came face to face with eye-witnesses, some of whom had never testified before any other Commission. The testimony presented by the African witnesses to the effect that there was one, and possibly two small planes flying around SE-BDY, came as no surprise. Their testimony did, however, serve to confuse the issue because all the other witnesses, including the police, testified that there was no other plane in the sky at the time SE-BDY passed over Ndola. I noted a strong and determined effort on the part of the Rhodesian authorities to discredit these African witnesses. I also noted that the police officers that I talked to were very sensitive to the criticism made about their failure to take affirmative patrol action in an effort to locate the wreckage after it had been witnessed and reported by members of the police department. I further noted that many of the police officers were incensed at the manner in which the Commission permitted the African witnesses to testify without being challenged.

Concerning the African witnesses, I wish to point out that it is most difficult to distinguish from their testimony what is truth and what is fiction or imagination. There were so many inconsistencies and discrepancies in their stories that to have believed them would refute the testimony of other witnesses who are generally accepted as being reliable.

We also found that politics and personal enmities played a big part in the African witnesses' coming forth to volunteer information for the first time. We also know that many of the African witnesses have no experience with aircraft. Thus, when it is taken into consideration that some of the African witnesses had lack of knowledge in airplane identification, were of limited learning, and might have been motivated by personal or political reasons, it becomes difficult in assessing the truth of their statements. In circumstances such as these, it would have been logical to conduct a background investigation on each of these witnesses to determine their integrity, personal habits, associations, etc. Moreover, if these witnesses could have been banded together such as we attempted to do on Wednesday, 14 February, 1962, we might have been able to eliminate some of the errors and inconsistencies of the witnesses' statements.

As a consequence, I am of the opinion that the testimony of the African witnesses to the effect that they saw one or more small crafts flying along with SE-BDY just prior to its crash, has to be accepted with a grain of salt.

From our visits to the crash site, the examination of the wreckage at the hangar at the Ndola airport, and from the testimony of experts who worked and lived with the crash for many, many days, it appears logical to conclude, in the absence of any evidence to the contrary, that the crash was not caused by sabotage. From all that has been heard and seen, no one has come forth with the actual cause of the crash which took the lives of the late Secretary-General and his party.

10. Re Interviews at Ndola Hospital. 16 February, 1962

On 13/2/62, the following individuals were interviewed at the Ndola hospital with the view of determining if they had any information in addition to that previously given by them.

The Matron, Miss Eveleen Monks, advised that she had re-contacted most of the sisters earlier that morning upon pre-arrangement by me and she found that none had any other detail that she wanted to communicate to this Commission. Miss Monks pointed out that the only two Sisters who had any pertinent information were Sister McGrath who had been interviewed earlier that day by the Commission and Sister Kavanagh who was in Bulawayo and who was scheduled to be heard in Salisbury. I then talked to Sister I. Wright, Assistant Matron, but she had no information of value and stated that she had never heard any of the other Sisters say that they knew anything that might be of value to the Commission. I also conferred with the Secretary of the Hospital, Mr. Milne, and the Pharmacist, Mr. Rosario, but they could furnish no information.

I then talked to Orderly Steward, B.R.D. Eccles. Mr. Eccles stated that he was in charge of the ambulance that arrived at the scene of the crash around 3.55 p.m. on 18/9/61. Upon his arrival, he found that Sgt. Julian had been removed to the hospital and the late Secretary-General was lying on a stretcher. The latter's arms were outstretched and hung beyond the shape of the stretcher, whereupon Eccles moved his arms closer to the body so as to be able to insert it into the ambulance. He stated that in so doing, he thought that the

Secretary-General's arms were not as rigid as they might have been had rigor mortis set in. He also noted that there was a Club card in the Secretary's left hand and beside him as a .38 calibre revolver. Mr. Eccles then described in detail the condition of the late Secretary-General and emphasised a small round wound under his chin to the right of the windpipe. He attracted attention to this wound because he said "suicide cannot be ruled out." He then went on to say that "there was no possibility of sabotage" and, finally, he stated that he subscribed completely to the decisions rendered by the Federal Commission.

It is pointed out that Mr. Eccles has been described as being a bit odd. He talks with great authority and gives to believe that he is a medical man. To me, he tried to appear humble and disclaimed any medical knowledge, but he wanted to emphasize his observations and his deductions.

11. Re Personal Observations and Comments. 17 February, 1962

1. Reference is made to my memorandum of 16 February 1962 wherein I commented on the advisability of having the background, character and associations of the African witnesses checked with the view of establishing the integrity and truthfulness of their testimony. I suggested this procedure as something that should have preceded the witnesses' appearance before the Commission, so that they could be evaluated as they testified. Naturally, it would have been difficult to run such a check on the Africans that appeared voluntarily at the last minute.

2. In answer to your question as to whether this check should be conducted now, I would say that it appears late in the game to attempt such an investigation. In fact, I would recommend against such an investigation at this late date, because I don't think it will appreciably help the Commission in its preparation of its report.